(e) The steps taken by the Gov. ernment include the following:

(i) Emission standards for the major air polluting industries and Standards for ambient air quality have been notified.

(ii) A network of ambient air quality-stations have been set up.

(iii) Industries have been directed to comply with the prescribed standards within a stipulated time frame and prosecutions are launched against the defaulting units.

(iv) Fiscal incentives are provided for installation of pollution control equipment and for shifting of units to Suitable locations.

(v) Emission norms for both petrol and diesel driven vehicles have been notified under the Motor Vehicles Rules, 1989 and these are under implementation from 1990. The State Transport Authority in Delhi has been advised to enforce these standards strictly.

(vi) The lead content in petrol has been brought down to a maximum oif 0.15 gramme per litre in Delhi with effect from April, 1994. It is proposed to reduce them further.

(vii) Public awareness campaigns have been launched on various measures to prevent and control pollution from vehicles.

(viii) More stringent norms for vehicular emissions have been notified under the Central Motor Vehicles Rule in September 1993 which would come into effect from April, 1, 1995 in Delhi.

(ix) Automobile manufacturers have been asked to develop and improve their technology to meet the mor$_e$ stringent standards for emisssion from vehicles.

(x) A High-powered Committee has been set up under the chairmanship of Secretary (Environment and Forests) to prepare a comprehensive action plan on Environment and Pollution Control in Delhi,

Financial assistance to road transport Corporations

*50. SHRIMATI CHANDRIKA ABHHNANDAN JAIN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided not to provide any budgetary assistance to the State Road Transport Corporations in 1994-95 plan outlay;

(b) if so, the reasons therefor;

(c) the total accumulated losses in the current year State-wise and how these are compared to previous years' figures and how Government propose to overcome them;

(d) whether the Planning Com mission has proposed any strategy ifor financial improvement of the SRTCs;

(e) if so, the details thereof; end

(f) the estimated interest burden on SRTCs arising-out of the Central and State loans during the year 1993 94?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) In line with the policy guidelines envisaged Annual Plan "1993-94 Document, Plan ning Commission has been advising the State Governments that the expansion of bus fleet to meet the incremental traffic demand should comp from tb° nrivate sector. The need for SRTCs' expanding fleet is

in exceptional cases only. The question of Centre's matching capital contribution would arise subject to the criteria of profitability being satisfied in exceptional circumstances only.

(c) to (e) A statement is enclosed as statement (See below) Planning Commission have been emphasising the following measures to be taken for improving the overall performance of SRTCs:—

(i) Improvement of poductivity by better management and control.

(ii) Improvement of maintenance facilities and thereby resulting in improved fuel efficiency.

(iii) Appropriate tariff revision and

(iv) Containment of staff.

(f) A statement is annexed as statement-II.

Statement -I

Cumulative net profit/loss in State road transport corporations

(Rs. in Crores)

Sl.No.	Name of state road transport corporation	Cumulative Loss as on 31-3-1994	Cumulative loss as on 31-3-1995 Estimate
1	Andhra Pradesh SRTC	—95.61	—89.71
2	Assam SRTC	—189.14	—217.79
3	Bihar SRTC	—279.22	—335.21
4	Gujarat SRTC	—285.42	—243.26
5	Himachal Pradesh SRTC	—146.65	—187.03
6	Jammu and Kashmir SRTC	—135.58	—159.08
7	Karnataka SRTC	—283.64	—385.93
8	Kerala SRTC	—273.31	—294.11
9	Madhya Pradesh SRTC	—178.40	—204.53
10	Maharashtra SRTC	34.11	97.24
11	Manipur SRTC	—19.31	—21.09
12	Maghalaya SRTC	—19.06	—20.69
13	Orissa SRTC	—101.48	—107.61
14	PEPSU RTC	—211.36	—220.01
15	Rajasthan SRTC	—17.48	—17.01
16	Tripura SRTC	—35.09	—38.95
17	Uttar Pradesh	—299.31	—322.25
18	Calcutta STC	—244.40	—301.94
19	North Bengal STC	—43.72	—59.81
20	South Bengal SRTC	—12.85	—23.88
21	Delhi Transport Corp.	—1376.45	—1476.45

Statement–II

Interest Liability During **1993-94**

(Rs. in crores)

S.No.	State Road Transport Corporation	State Govt.	Central Govt.
1	Andhra Frakesh	8.11	3.89
2	Assam	7.26	0.64
3	Bihar	12.35	9.62
4	Gujarat	23.70	6.24
5	Himachal Pradesh	0.00	0.00
6	Jammu & Kashmir	2.80	0.80
7	Karnataka	14.93	2.78
8	Kerala	3.42	1.13
9	Madhya Pradesh	2.60	0.40
10	Maharasttra	7.69	2.91
11	Manipur	0.00	0.21
12	Meghalaya	1.62	0.00
13	Orissa	0.00	0.00
14	PEPSU	9.13	0.00
15	Rajasthan	4.32	1.80
16	Tripura	0.00	0.00
17	Uttar Pradesh	0.00	0.00
18	Calcutta	9.38	0.06
19	North Bengal	2.50	0.30
20	South Bengal	0.90	0.00
21	Delhi Transport Corporation	..	195.87

Recent developments in J and K

•51. SHRI CHATURANAN MISHRA; Will the Minister of HOME AFFAIRS be pleased to state:

(a) what are the details of the recent developments in Jamnu and Kashmir situation; and

(b) what initiatives are being taken by Government to bring the situation to normalcy and to have a democratically elected Government in the State?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): (a) and (b) Even though terrorist violence has continued at high, level, there is a perceptible qualitative chage in the siuation and in he mood of the people, who appear to be fed up with the continuing uaindless